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CENTRAL INTELLIGENCE AGENCY

REPORT NO. [redacted]

## INFORMATION REPORT

CD NO.

COUNTRY USSR (Leningrad MD)

DATE DISTR. 21 Nov. 1949

SUBJECT Civil Airport South of Leningrad

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SUPPLEMENT TO  
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This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the Archivist of the United States.

Date: 2008 Next Revise: [redacted]

The airfield was located about  $3\frac{1}{2}$  miles southwest of LENINGRAD, west of an arterial road running south, bordering the PULKHOV Hills on the south. The railroad station of PULKHOV was located east of the arterial road, in line with the airfield approach road. At this railroad station a single-track line branched off to KRASNOGVARDEISK ( $30^{\circ}5' E/59^{\circ}34' N$ ), another to PUSHKIN ( $39^{\circ}25' E/59^{\circ}43' N$ ). The LENINGRAD-PETRODVORETS ( $29^{\circ}54' E/59^{\circ}53' N$ ) railroad line passed about 3 miles west of the field.

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a certain KEHLENBACH from COLOGNE, who had charge of the surveying work at the field, 8 million rubles had been spent on the construction of the field by 1948, but only 2 million rubles were provided for 1949. An engineer, SIEGEL, from CHEMNITZ was charged with the construction work. His Soviet counterpart was named STEINBERG or STEINBECK. STEINBERG's deputy was Soviet engineer CHURCHIN. The construction of settlements and hotels on the PULKHOV Hills was also scheduled, as the field was to be used as an international commercial airport. Underground hangars were allegedly scheduled to be constructed in the PULKHOV Hills. KEHLENBACH stayed behind [redacted]

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The airfield was about 16,500 feet square. The runway, about 5,000 x 200 feet, was covered by concrete slabs about 7 inches thick. It was put into use on 13 March 1948. Preparations had been made to extend the runway to 10,000 feet. The construction of a second runway, 6,600 x 200 feet, was planned. It was to extend from the first runway to the PULKHOV Hills. There was an approach road about 3,700 x 22 feet. The concrete apron between the administration building and runway was 330 x 820 feet.

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CENTRAL INTELLIGENCE AGENCY

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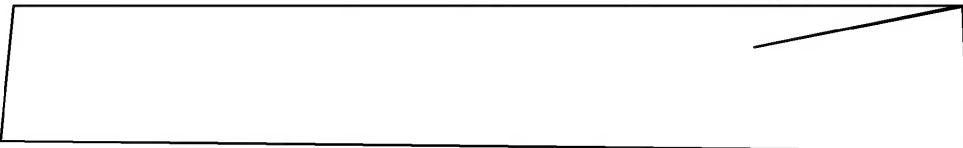
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4. The airport had the following buildings:
- Administration building (offices, radio station, MVD headquarters) with five wooden antenna masts, about 100 feet high, in front.
  - A hangar under construction, 200 x 330 feet; a hangar 300 x 200 feet, partly destroyed.
  - Boiler house and engine test stand,
  - Locksmith shop.
  - Garage.
  - Weather station under construction.
  - DF station, about 1,650 feet north of the PULKOVY Hills, west of the arterial road.
  - Central radio station with flashing lights northwest of the field.
5. A fuel pump of 8 or 10 tanks, 20 feet in diameter and about 21 feet high with a capacity of about 9000 gallons each, was located west of the field. The tanks had been installed on concrete bases in the fall of 1948. They were put into operation in the spring of 1949. The fuel arrived by rail.
6. The first twin-engine Douglas transports landed at the field on 13 March 1949. From that day on, aircraft landed every day and night, a maximum of 20 to 25 per day. Six four-engine bombers similar to B 29s landed once in the Spring of 1949.
7. The manager of the airport was a former Soviet Air Force colonel. The airport was guarded by civilians.

[ ] Comment:

a. Report confirmed and supplemented previous information on this airfield. Engineer SIEGEL, STEINBERG or STEINBECK, and CHURCHILL were previously mentioned.

b. If the allegedly intended construction of a second runway leading to the PULKOVY Hills and the construction of underground hangars should be carried out, it must be viewed as preparatory measures of a purely military character.



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[ ] Comment: Runway was previously reported to be 10,000 feet in August 1947.

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